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PURE NON-ALCOHOLIC
APPLE JUICE
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Hongkong Daily Press.

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The Highest Possible Award.
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GILLOTT'S
PENS.
Of Highest Quality, and having
Greatest Durability are there-
fore CHEAPEST.
The Only Award Chicago, 1893
[91a]

No. 14,521 號肆廿百伍千肆萬第 日肆十月玖年十叁緒光 HONGKONG, SATURDAY, OCTOBER 22ND, 1904. 陸拜禮 號式十式月十年肆零百九千壹英港香 PRICE, \$3 PER MONTH.

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WHISKY.
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Price Per 1 Doz. Bot. \$14.00
" 1 " Flasks 8.00
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[a1381]

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Price \$1.10 PER DOZEN
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"SPECIAL BLEND" WHISKY
Blend
Selected
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Apply to
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RONALD RENNIE'S WHISKIES.
Green Seal... \$12 per doz.
Perfection... \$14 per doz.
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[a2347]

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A MODERN STEAM BAKERY, in
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Biscuit Cutting and Stamping Machinery,
Dwelling House, Office, Delivery Carts,
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For full particulars, apply to—
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5, Victoria Buildings, Queen's Road,
Hongkong, 20th October, 1904. [a2484]

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Hongkong, 5th August, 1904. [1912]

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These premises, formerly known as the
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in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
Per terms apply—
B. F. HOWARD,
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Hongkong, 7th October, 1904. [1621]

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ESTABLISHED IN LONDON IN 1815.
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The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
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Distinguished by Four Stars on the label.

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Less old than the above.

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Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

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A natural and most pleasant wine to the taste.

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\$41.75 PER DOZ. QUARTS.
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THEY ARE UNEQUALLED AT THE PRICE

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AGENCIES THROUGHOUT THE EAST.
15, QUEEN'S ROAD.
Hongkong, 6th October, 1904. [a35]

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Hongkong, 24th August, 1904. [a1153]

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Hongkong, 15th August, 1904.

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DELICIOUS MIXED CHOCOLATES AND BON-BONS, JUST RECEIVED
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COUNTERS, PARTITIONS, FITTINGS, ETC.

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 15th August, 1904. [a1708]

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The FINEST ENGLISH and FOREIGN-MADE PIANOS are those of
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COLLARD & COLLARD,
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ALLISON & CO.,
DORNER & SONS and STEINWAY & SONS.

They can be purchased in Hongkong from the SOLE AGENTS ONLY, viz:—

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Hongkong, 23rd September, 1904. [a34a]

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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

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BUCHANAN'S CELEBRATED
BLENDS OF SCOTCH WHISKY are
Supplied by Royal Warrant of Appointment to
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Buchanan's Whiskies are recognised through-
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Buchanan Blend... \$12.50
Black and White... \$16.50
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Try one case and you will never want any other

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Hongkong, 22nd August, 1904. [205]

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Hongkong, 21st March, 1903. [12277]

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From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [2161]

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CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable

WM. FARMER,

Proprietor.

[a1626]

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PORTLAND CEMENT.

Bars of 375 lbs. net \$5.00 per Cask ex Factory.

Bags of 250 lbs. net \$3.20 per bag ex Factory.

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General Managers.

Hongkong, 1st September, 1904. [a1461]

[a254]

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Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European

Matron in attendance.

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Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans

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Hot and Cold Water throughout.

Wines and Groceries specially imported by

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Wines cooled by Hotel refrigerators.

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Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,

Manager.

[a48]

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Admirably Situated. Sheltered from the

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West Monsoon.

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FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 23.

Town Office: 7, DUNDRELL STREET. [a91a]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

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Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

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Hongkong, 10th June 1903. [a1692]

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A FIRST CLASS HOTEL Situated near

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Excellent Cuisine and Wines.

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Hydraulic Elevator, hot and cold water

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Special Rates for Tourists.

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Hongkong, 31st October, 1902. [a49]

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(HOTEL-SANITARIUM OF SOUTH

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MACAO

HAS been re-opened under European

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as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

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Comfortable accommodation for travellers

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Macao is 40 miles south-west of Hongkong.

One steamer (s.s. "Hengshun"), daily to and

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Cable Address—"BOAVISTA."

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We are in a better position than ever before to meet our Customers' requirements. Casks of Sherry, Hogsheads of Whisky and Brandy, Pipes of Port, and Bottled Wines Maturing in Bins or packed in cases ready for export may be seen in every direction as far as the eye can reach.

Our Wine Vaults are well worth a visit, and we cordially invite any of our Customers to come and judge for themselves.

A. S. WATSON & CO.
LIMITED.WINE AND SPIRIT MERCHANTS,
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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the new edition should be addressed to THE EDITOR. Correspondents must forward their names and addresses, with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.R.C. 5th Ed. Editor's P.O. Box, 33. Telephone No. 12.

BIRTHS.

On the 18th October, at Hongkong, the wife of JAMES MCLAUGHLIN, of Canton, of a son.

On the 9th October, at Koba, the wife of ADAM GUTHRIE, of a daughter, LUCIENNE ANDERSON.

MARRIAGES.

On the 10th October, at San Francisco, Dr. RALPH S. MILLER, of Koba, to HELEN, widow of the late JOHN MACDONALD, London.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 22ND, 1904.

It is a curious consideration after so many years' intercourse with the Chinese how little most Europeans understand of the inner nature of the native character. In a well-known passage in one of his novels, THACKERAY points out, with an amount of pathos unusual in so cynical a writer, to how small an extent people who have been in the most intimate relations half their lives really appreciate one another's true characters. If this is true with regard to ordinary persons, it is much more so with respect to people of different nationality and traditions, and it becomes still more noticeable when these differences are so great as those existing between Europeans and Asiatics, and more especially between the former and people so self-contained as the Chinese. Those who have dwelt any length of time in China are on their return home commonly asked what is the character of the Chinese, as though an answer to such a question could be given in half a dozen words and on the spur of the moment. Unfortunately it is often so given, not only in speech but in writing, and the description is generally of the most superficial nature. To form any idea of what the Chinaman's character really is demands a study of years, and no one can hope to arrive at any understanding of the real thoughts and disposition of the Chinese without an amount of personal intercourse with them which few out here either desire

or are in a position to have, if they wished it. To obtain even an approximate idea of any national character, it is essential to know something of the language of the people concerned, and to have intercourse with them on easy terms and in their own way. A "Pidgin English" acquaintance with a limited class will not go very far. Everyone has a character which, consciously or unconsciously, he puts on day by day as he does his clothes. This character is not himself, and is indeed often very far removed from his true nature. There is so much to be done everywhere that is purely conventional that the outward manifestation of a man's character must of necessity be largely dependent upon and influenced by his surroundings and by the habits and feelings of those with whom he associates. With the Chinaman a conventional character of this kind is a very marked feature. There is a certain type of Chinese "good form" which he has ever before his eyes, and which he can rarely be induced to forget. He would any day rather be found wanting in honesty than in politeness, and the worst thing in his opinion that a man can do is to go counter to recognised conventionalities. "Mei you quei-chu" (he has not manners) is the severest indictment that can be made by him against anyone. It is not what he does, but how he does it, that the Chinaman cares most about—though perhaps in this he does not so very much differ from many in other places. But with a people so much wrapped up in their own formalities it is not easy even for those who have close relations with them—officials speaking the language, missionaries and others—to find out very much of their true character from personal observation, while the large majority of people, who come to China with the simple object for which "Pat" crossed the blue sea—that is to "better their fortunes" in business of some kind or another—the Chinaman with whom they have dealt for years or decades remains as much a sealed book as on the day they first landed in the country.

Of late years, however, the Chinaman has to some little extent come out of his shell, and, if we do not know very much of the inner working of his mind, we at least know more of the ordinary ways of the Chinese with whom we come in contact; and on the whole a better feeling has grown up between the Celestial and the European. Many of the old accepted traditions as to his extreme conservatism have been proved to be exaggerated. That the Chinese can only go on in their own old ways and are quite incapable of adopting innovations is a belief still adhered to by many. But if we look at the question in the light of experience and fact, there is much that goes the other way. Time was when it was thought an almost wild idea that railways would ever be introduced into China; and the absence of these outward signs of modern civilization was constantly quoted as a proof of the backwardness of the Chinese and the impossibility of bringing them to understand and appreciate Western improvements. The answer of the officials was always the same: "We will have all these things when we can have them under our own control"; and, looked at in the light of recent events, it is to be regretted that China did not in all cases adhere to this sound view of the matter. But by degrees railways have become familiar amidst the old-fashioned surroundings of this country, and in the same way the Chinaman has adopted many other foreign improvements which in former days were considered entirely alien to him and his ways. He has his own steamer companies and his own insurance offices, and indeed, wherever a clearly useful and practical end is to be obtained by the adoption of European methods, he has been ready to accept them. Slowly it is true, but still markedly, he has made progress within the last twenty or thirty years; and when it is considered how vast is the difference in the education and instinct of the Chinaman as compared with the European the progress which has actually been made is rather more than less than might have been anticipated. Still, in his intercourse with foreigners, the Chinaman preserves his old self-consciousness and reserve. He looks upon us as curiosities, and to us in most things he is still an unexplained mystery. We meet him in business day by day, but know very little of him outside his business dealings. At times, however, we obtain glimpses of characteristics little suspected. Even here in Hongkong observant persons must occasionally have been struck by displays of ability of which they had little idea. Some of the speeches which have been made by leading Chinamen in this Colony upon formal occasions have been models of correct

diction and good taste—and might be studied with advantage by many public speakers not only in these parts but in more important centres. In many ways which would not have been thought of in former times, common ground for intercourse in something more than business has been found; and, on the whole, there has been a better feeling on both sides between Europeans and Chinese. It is true matters have not gone very far, and the most liberal must feel that there must be many changes in Chinese ideas and habits before anything like intimate social relations can be established. To expect this would be to look for the impossible; but even as things are, there are opportunities for friendly interchange of courtesies; and for co-operation in schemes for the common good of the Chinese and Europeans, which will have the effect of making each understand the other better, as time goes on, and we shall then be able to form an estimate of the Chinese character upon surer data than from the necessity of the case have been hitherto available.

The s.s. *Aspho* sighted the s.s. *Telmachus* off Cape Varella, towing a hulk to Hongkong.

A new serial story entitled "A Black Ribbon," by L. T. Meade, commences to-day on our 8th page. The instalments will be published on Saturdays as usual.

Colonel F. H. Haynes, Chief Paymaster, Woolwich, has received instructions to hold himself in readiness to embark for Hongkong on or about 3rd November next.

The cruiser *Diadem*, when the last home mail left was preparing at Chatham Dockyard for the conveyance of new crews to the Far East for ships which are to recommission on the China Station.

The Nord. Lloyd liner *Albin* on Sept. 15 landed at Bremen 900 officers and time-expired men of the German forces in the Far East. They were welcomed by General Count Moltke.

The captain of the wrecked *Baron Gordon* is about to leave for Aden to await instructions regarding his taking over command of the *Baron Inverdale*.

The advance agent of Harman's Circus and Royal Menagerie (Mr. E. Alton) is now in the Colony making arrangements for the visit of the circus, which will probably bring its visit to Shanghai to a close next week.

We have received through Messrs. W. Brewer & Co. Part XI. of the *Diary of the Russo-Japanese War* published at the *Kobe Chronicle* office. This part brings the information down to the end of July. The illustrations as usual are excellent.

H.M.S. *Glory*, battleship, Capt. Hon. Walter G. Stopford (flagship of Admiral Sir Gerard H. Noel); H.M.S. *Cressy*, cruiser, Capt. Henry M. Tudor; H.M.S. *Taku*, destroyer, Lieut. Commander Crauford; and H.M.S. *Fame*, destroyer, Lieut. Commander Asser, arrived from Weihaiwei yesterday.

The cruiser *Talbot*, which was last employed on the China Station, arrived on 21st September at the Nore, and went on to Chatham Dockyard, where she will undergo an extensive overhaul and repair, and will also have her armament strengthened by the substitution of eleven 6-in. breech-loading guns in place of five 6-inch and six 4-7 inch quick-firing guns.

The South Sea Line of the Norddeutscher Lloyd, which hitherto went from Sydney via Bismarck Archipelago, Kaiser Wilhelmshafen, and Dutch East-India to Singapore, in future, says a London paper, will go another way, viz. from Kaiser Wilhelmshafen to Manila, Hongkong and Kobe, thus creating a traffic between Australia and Japan, which will give better financial results for the line.

The coolie-steamer *Susanley*, which went ashore on the Natus and had to land her 2,200 coolies there, has gone into dock at Singapore. Her damage is believed to be extensive. Meanwhile the coolies remain on their island and a month's provisions have been sent from Borneo. They will probably be taken on by the *Courtesy* to Durlan; it is not expected they will touch at Singapore. The coolies are in charge of Mr. Godall and Drs. Chalmers and McIntosh are attending them on the Natus.

Mgr. Agius, the new Apostolic delegate to the Philippines, was consecrated at Rome on 18th Sept. titular Archbishop of Palmyra with great solemnity at the Church of St. Ambrose. The consecrating clergy were Cardinal Merry del Val and Archbishops Storoz and Chappelle, the latter being himself the first apostolic delegate to the Philippines. Archbishop Agius was congratulated on having omitted the customary entertainment after the ceremony, giving instead a generous sum to the people of the parish.

A Washington telegram states that the War Department has authorised a first payment of \$2,000,000 to the Bank of England into the account of the Sociedad Agrícola del Ultramar, for the purchase of friars' lands in the Philippines, for which purpose \$7,236,000 realised by the sale of bonds for the purchase of the land had been deposited in New York since December last. The delay in the transaction is due to difficulties in securing clear titles from the friars owing to the attempts made at the time of the Philippine insurrection to transfer the property in order to prevent seizure.

We may remind readers of the Bazaar which will be held to-day, under the auspices of the Ministering Children's League, on the Volunteer Parade Ground from 2 to 5 p.m. There will be a toboggan slide, dramatic entertainment, children's play and various other attractions for the young folks. Admission will be free, and small charges will be made for tea and other refreshments. The proceeds will be given to the Victoria Home and Orphanage, the School for Blind Children, and other charities.

By kind permission of Lieut.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—

March "Constellation"..... Clark
Overture "Medusa"..... Elliot
Selection "Little Christopher Columbus"..... Ivan Caryll
Barn Dance "The Boston Belle"..... Godfrey
Selection "Flower"..... Leslie Stuart
Waltz "A Greek Slave"..... Sidney Jones
Two-step "Auntie's Moss"..... Thurban
"God Save the King."

The accident which befell a blind Chinaman who was knocked down by a tramway car some days ago has had a fatal termination. It may be recalled that the blind man was crossing the street while the car was approaching. He remained in the midway for a time, but apparently under the belief that the car had passed he proceeded to cross the rails. He walked right in front of the car and was knocked to the ground, sustaining serious injuries. It was explained at the time that the emergency brake had failed to act, but on trials being made afterwards it was found that the brake was in good order. An inquest will probably be held into the circumstances attending the fatality.

By kind permission of Col. Caulfield and officers the band of the 116th Mahratta Light Infantry will play the following selections at the Hongkong Hotel this evening:—

March "The Liberty Bell"..... Sou-a
Overture "Da Juan"..... Mozart
Selection "Welcome, Brother Jonathan"..... Stewart
Valse "Myotis"..... Lowthian
Song "Hushee"..... Needham
Selection "The Messenger Boy"..... Monclton
Menu—Hors d'Œuvres—Atchovy-Champes, Soup—Consomme Royal, Fish—Baked Salmon a la Mornay, Entrees—Grilled Wild Pigeon on Toast, Mutton—Mutton a la Maitre d'Hotel, Potatoes Curry—Coeur Tongue, Joints—Roast Ribs of Beef and Horseradish Capon and Sausage, Boiled York Ham a la Jardiniere, Cold Spiced Beef and Artichokes Salad, Sweets—Baked Chestnuts, Custard Pudding, Coffee Ice Cream and Fruit Cake, Coconut Tar, Topsy Cake, Dessert—Coffee, Fruits.

HONGKONG TO SHANGHAI
ON FOOT.

The police officer in charge of the station at Shatakok, on the frontier, was yesterday considerably surprised by the appearance of four foot-loose travellers. They told him they were starving, and asked for food. They had been in the Hongkong house of detention for at least ten weeks, and were so thoroughly sick of it that they were going to try their luck at Shanghai. They were walking to Shanghai. Could the police officer kindly tell them if they were near that place then?

"Not by a long way," replied the constable, "and when you get into Kwangsi, after a couple of days' walk, you will very likely be attacked by rebels."

"We don't care," was the reply. "The Chaplain has been getting jobs on ships for men not desperately in need of them, and letting us be overlooked. We are going to walk right on to Shanghai. We thought, though, that we were pretty near Shanghai now, for we have had a long tramp, having left the Kowloon Institute after a 'bum night'."

The kind-hearted officer took compassion on the poor fellows and gave them a little money and some food. He said that they ate between them at least 7lbs. of bread and half a ham "skin and all."

THE CURRENCY QUESTION
IN CHINA.

The following letter has been received by the Chairman of the Tientsin Chamber of Commerce from Sir Ernest Satow, H.M.'s Minister at Peking:—

Peking, 15th September, 1904.
Sir—I have received your communication of the 12th inst. enclosing copy of a Memorial from the Chambers of Commerce of Shanghai, Hongkong and Tientsin to the Doyen of the Diplomatic Body on the subject of the pressing need for the establishment of a uniform National Coinage in China.

In reply I beg to inform you that correspondence has already passed between the Hongkong Chamber of Commerce and myself on this subject.

In view of the scheme for the adoption of the gold standard laid before the Chinese Government by Professor J. W. Jenks of the United States' Commission on International Exchange, which is now under the consideration of the Chinese Government, I do not see my way at present to do more than give my general support by taking such opportunities as may present themselves of urging its adoption.

I would, however, take the liberty of pointing out to the Chairman of the respective Chambers that the reference in paragraph 2 of the memorial to "the establishment of a uniform national coinage as provided by Treaty" is not likely to have the same weight with the members of the Diplomatic Body, since the majority of the governments represented at Peking have not thought it necessary to enter into treaty stipulations with China in regard to this question.—Your obedient servant,
ERNEST SATOW.

J. M. DICKINSON, Esq.,
Chairman of the
Tientsin General Chamber of Commerce.

The French Minister replied that he would with the greatest pleasure give his attention to the subject when it comes to be discussed by the Corps Diplomatique. The reply of the American Minister was purely formal.

TELEGRAMS.

[REUTER'S SERVICE.]

THE TIBET TREATY.

LONDON, 18th October.

Reuter's Agency learns that there is every probability of the British occupation of the Chumbi Valley continuing for seventy-five years, while the indemnity is being paid at the rate of a lakh a year.

It transpires that the Amban refused to sign the treaty at the last moment, saying that the sovereignty of China was not sufficiently recognised; he was thereupon told that sovereignty also meant responsibility, and moreover that Great Britain had not spent a million for nothing.

POLLARD'S LILLIPUTIANS.

At the Theatre Royal last evening the Lilliputians added another to their long list of successes when they produced that most popular of Musical Comedies—"A Gaiety Girl." Anyone conversant with its production at home will at once recognise that last night's performance was no mean accomplishment, and those responsible for the training of the little artistes are to be heartily congratulated. From the rise to the fall of the curtain the performers were perfectly at home with their audience, who, by the way, were most demonstrative in their appreciation of the manner in which the different title roles were handled. The pieces were excellently staged, and the beautiful dresses and scenic effects prove no less a surprise than the clever manner in which the children go through their part of the performance. Miss Leah Leichner's impersonation of Capt. Fitzwarren was splendid, as also was Miss Dupins Pollard as Lady Virginia Forrest, the fascinating Society Lady, while Master Jack Pollard as the Rev. Montague Brierley, fairly brought down the house. Among the remainder the honours were fairly easy. The songs and choruses were tunelessly rendered, although it was apparent on more than one occasion that juvenile voices will sooner or later succumb to the effects of hard work. Be that as it may, last night's performance was far and away the best of its kind that has been seen in Hongkong for some time, and augurs well for the success, both financial and otherwise, of "Pollard's Lilliputians."

To-night's performance of "A Gaiety Girl" will be attended by H.E. the Governor.

VOLUNTEER CAMP.

The Hongkong Volunteers went into camp at Stonecutters' Island, yesterday afternoon. The first launch left Murray Pier at 4.30 p.m. There were several gunners in it and three officers, Capt. Ordish, Surgeon-Lieut. Leing, and Lieut. G. P. Lammert. On arriving at the camp great satisfaction was expressed regarding the general arrangements, which had been carried out under the supervision of Sergt.-Major Higby. Three tents were provided for the officers' mess, one for each two officers as sleeping tents, two guard tents, one for the quartermaster and ammunition store, six for the staff sergeants and instructors, one for each N.C.O. and seven men, three for sergeants' messes, and one for a tailor's shop. Matchboxes were provided for the general mess and canteen. Bedding was provided in the sleeping tents. The mattresses, which were placed on boards raised a couple of inches from the ground, were very soft and comfortable.

Meal hours are fixed at 8 a.m., breakfast; 1 p.m., tiffin; and 7 p.m., dinner. Visitors are allowed off on Saturday afternoon, all day Sunday, and from 4 p.m. to 6.30 p.m. on other days. When not otherwise engaged in the forenoon the volunteers are allowed to bathe. Telephone messages to any member of the staff will be received at the Commissariat Buildings. This morning drill commenced at six o'clock. No. 1 Company being employed at the 15-pr. B.L. No. 2 Co. at the Maxim, and the Engineers at squad and company drill. At ten o'clock they are to be put through laying, musketry and infantry drill respectively. To-morrow Divine Service will be held at 7.30 a.m., a lecture will be given at 10 a.m., and the Commandant will inspect the tents at noon. The week-day drill will be varied. There will be instruction in metrometer range finding, in ammunition fuse setting, and other subjects. There will also be infantry drill parade rehearsals. For the Engineers there will be instruction by mechanics at Stonecutters' West, and finally an examination in technical work, at which H.E. the Governor will be present.

The men have entered thoroughly into the spirit of the camp, and are determined to improve in their drill.

It is quite a relief, says a Glasgow paper, to come across a Consular report which has a good word to say for British trading methods abroad, and does not continue the monotonous tale of indifference, laxity and insular conservatism which are said to characterise our commercial transactions with foreigners. At Canton, Mr. C. W. Campbell (says a London writer) declares British firms of to-day have little to learn from Continental or American rivals, and the Consul had yet to be found who could teach them anything of practical commercial value. Nevertheless a suggestion is hazarded: There is not a single member of an important foreign firm in Canton who can converse with a native in decent Cantonese, or who can attempt to check a simple correspondence in Chinese writing.

THE WAR.

[REUTER'S SERVICE.]

CONTRABAND OF WAR.

LONDON, 18th October.

The Foreign Office has informed Holt & Co. that railway material and raw cotton must be shipped at senders' risk.

LARGE RUSSIAN COAL ORDERS.

LONDON, 19th October.

Upwards of 500,000 tons of Cardiff coal and quantities of patent fuel will be shipped to the Mediterranean, West Africa, and the Cape, in October, November, and December, on Russian account. The orders, which are mainly through the Hamburg America Line, are divided among a dozen firms, all of which are represented in Cardiff.

CANTON INSURANCE
OFFICE, LTD.

The twenty-third ordinary general meeting of the Canton Insurance Office, Ltd., was held at the offices of the general agents, Messrs. Jardine, Matheson & Co., Hongkong, yesterday. The Hon. W. J. Gresson, chairman of the Consulting Committee, presided, and the others present were the Hon. Sir Paul Chater, C.M.G., Messrs. D. E. Brown, F. Maitland, H. P. White, and E. Shellim, members of the Consulting Committee; the Hon. Gershom Stewart, Messrs. C. Rogge, A. G. Morris, A. V. Apear, J. Orange, J. Whitall, P. Tester, F. J. V. Ribeiro, G. Potts, Ho Fook, Chan San, Ho Kom Tong, Ho U Sang, and G. T. Veitch, secretary.

The CHAIRMAN, in moving the adoption of the report and accounts, said: Gentlemen—With your permission we will adopt the usual custom and take the report and accounts as read. The result of last year's working I trust you will consider satisfactory, as also our recommendation as to the disposal of the available balance of \$445,494.34: viz.—by paying a dividend of \$18 per share, strengthening the Reserve Fund by the addition of \$100,000 which will then stand at \$1,400,000, increasing the Re-Insurance Fund by \$25,000, and carrying forward the balance of \$150,494.34. Our premium income, you will have noticed, shows an increase over that of the previous year. This in some measure was owing to the rate of exchange at which the sterling premium was converted, viz.—1/8 as against 1/10 in 1902. Sterling losses were also calculated at the same rate. The present year's working, to date, I have pleasure in stating, continues satisfactory, although in this quarter, owing to the existing war, business is somewhat restricted. As regards our mortgages, our surveys, report ample margins on the sums advanced. Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions appertaining thereto which shareholders may ask.

No questions were asked. The CHAIRMAN then formally moved the adoption of the report and accounts.

The Hon. GERSHOM STEWART, in seconding said: I am sure I express the general opinion of the shareholders in saying that we are extremely contented with the very satisfactory report which is put before us for the period under review—(Hear, hear). I think as long as we proceed on the very safe lines that we are going on of distributing in dividends only half our earnings we shall continue to prosper. I am very pleased to see the continual building up of a strong reserve, and I hope that policy will be long continued. It might possibly come under the consideration of the directors at some not very distant date as to whether some of that reserve should be in gold.

The report and accounts were unanimously adopted.

The CHAIRMAN moved that the nomination of Mr. H. P. White to the vacancy caused by the resignation of Mr. J. H. Lewis be confirmed, and that the resignation of Mr. J. H. Lewis be accepted. He also moved that the Hon. Sir Paul Chater, C.M.G., Messrs. D. E. Brown, F. Maitland, H. P. White, and E. Shellim be re-elected members of the Consulting Committee.

Mr. ROGGE seconded.

The motion was unanimously adopted.

The CHAIRMAN proposed the re-election of Messrs W. H. Potts and R. Chatterton Wilcox as auditors.

Mr. HO FOOK seconded.

The motion was unanimously adopted.

The CHAIRMAN said the dividends would be ready this (Saturday) morning and those for local shareholders would be posted the first thing in the morning.

The proceedings then ended.

SHANGHAI AND THE FRENCH
MAIL SERVICE.

A minute of the last committee meeting of the Shanghai General Chamber of Commerce reads:—

This question, which was deferred from the previous meeting, is further illustrated by the arrival of two French Mails, one of the 6th August occupying 42 days and being delivered 4 days after the English Mail of the 12th August, and the other dated 3rd September reaching here on 10th October, one day ahead of the English Mail of 9th September—37 days being occupied in transit.

It is decided to address the Chambers of London and Manchester, with a suggestion that they approach the Postal Authorities on the subject and the Secretary is instructed to simultaneously advise the Chambers of Singapore, Hongkong, Tientsin and Hankow of the action of this Chamber.

LOCAL SPORT.

The match fixed for to-day on the Cricket Ground will be between the undermentioned teams. Play starts at 11.30 a.m. sharp.

H. HANCOCK'S XI.	F. MAITLAND'S XI.
Mr. R. Hancock	Mr. F. Maitland
Mr. P. M. Heath (110 M.)	Mr. C. M. G. Borne
Mr. H. Hancock	Mr. C. H. Mackenzie
Mr. J. T. Dixon	Mr. A. R. Lowe
Mr. Walter Dixon	Mr. W. W. G. Ross
Mr. J. O. A. (114 M.)	Mr. W. Daniel
Mr. T. S. Smith	Mr. F. C. Butler
Mr. A. G. Ward	Mr. F. C. Butler
Mr. T. E. Pearce	Mr. A. O. Lang
Major (Chichester)	Mr. H. D. C. Bailey
R. E. C. Bird	Capt. Harris, R.N.
	Eng. Lt. de Paris, R.N.
	Mr. F. L. Harvey, R.N.
	Mr. J. S. Harvey, R.N.

Mr. Maitland's team bats first.

After to-day's match six of the men who are to represent Hongkong in the interport match will be picked.

I learn that Captain Talbot and Mr. A. Stronach are coming up with the Straits team.

The following are requested to play to-day for Hongkong "A" versus Army Ordnance Corps at Happy Valley in a practice match commencing at 2.30 p.m.—F. H. Kew, P. R. Wolf, Rev. H. R. Wells, J. Hooper, T. C. Gray, A. G. M. Fletcher, J. Rodgers, J. Maclos Thomas, R.N., A. Oliver, R.N., C. A. Parker, R.N., and A. C. Butt, R.M.L.I. (Captain).

The following will represent the Civil Service in their League Match with the Police C.C., commencing at 2.15 p.m. sharp to-day:

Dr. Atkinson	R. Widdell
P. T. Lambie	W. Wessner
A. R. Raven	W. Brand
F. T. Robins	W. I. Andrews
W. Parkinson	L. E. Brett
G. N. Orme	

The following will represent Craigengower C.C. in a league match with the 33rd Co., R.G.A. to-day:—L. E. Lammert (Capt.), M. E. Asper, A. O. Brown, E. R. Horton, J. D. Kinnaird, J. Craik, J. P. Jordan, R. Basa, I. A. Rose, J. L. Stuart and E. Postonji.

Following are the results of the matches in the Cricket League played to date:

Club	Played	W.	L.	D.	Pts.
A.O.C.	2	2	—	—	6
Civil Service	1	—	—	—	3
H.K. Police	1	—	—	—	3
R.A.M.C.	3	—	—	—	0
Kowloon	1	—	—	—	0

The committee of the new Kowloon Cricket Club will probably call a general meeting for next Wednesday.

The Police Cricketers have at last awakened from their long lethargy and have commenced in earnest by winning their first engagement. I understand that club will have its own pavilion shortly.

The Craigengowerites are making extensive improvements to their pavilion by enlarging it. When completed, it will be one of the nicest in the Valley. It is a pity their ground is so dangerously near the hedge, as it greatly hinders the players.

The A.O.R.C. played a close game with the 33rd Co. R.G.A. yesterday afternoon. The result was as follows:

A.O.R.C.	33rd Co. R.G.A.
T. Webb, c Rivers, b Longbottom	3
T. Edwards, c Johnson, b Crump	0
J. T. Doran, run out	5
A. E. Thurlow, b Crump	7
H. R. Skinner, c Crump, b Crafts	17
A. E. Hatwell, b Woods	6
E. McGibbon, c Rivers, b Woods	14
E. Bradford, b Woods	7
W. Oliver, b Crafts	0
T. Bromley, b Crafts	1
W. Bilton, not out	3
Extras	3

33rd Co. R.G.A.	A.O.R.C.
Br. Crafts, c Webb, b Bradford	19
Br. Oliver, b Bradford	0
Br. Crumpton, c and b Bradford	1
Br. Rivers, run out	7
C. M. Thomas, b Edwards	1
Serg. Longbottom, b Edwards	4
Cpl. Spall, b Edwards	6
Br. Johnson, c Hatwell, b Edwards	0
Cpl. Wilson, b Bradford	5
Gr. Crump, b Bradford	0
Serg. Woods, not out	3
Extras	2

V.R.C. REGATTA.

Preparations for the V.R.C. Regatta, to be held on the 8th, 9th and 10th December, are going on, and crews have been picked. The following are crews picked to row for various events:

CHAIRMAN'S CHALLENGE CUP.	THE CREWS.
E. Herbst (Capt.)	C. E. A. Hance (Capt.)
L. E. Lammert	F. M. Roza Pereira
H. Rapp	H. A. Lammert
J. P. Jordan	N. H. Alves
F. Lammert (cox)	S. A. Seth (cox)
A. E. Alves (Capt.)	L. A. Musso (Capt.)
S. M. Gidley	J. D. M. Cameron
A. Loureiro	J. W. Pearson
A. V. Barros	A. J. V. Rebeiro
C. M. S. Alves (cox)	R. C. Widdell (cox)
	SENIOR FOUR.
E. Herbst (Capt.)	L. A. Musso (Capt.)
L. E. Lammert	J. D. M. Cameron
S. M. Gidley	R. W. Pearson
B. Rapp	A. Loureiro
S. A. Seth (cox)	F. Lammert (cox)
C. E. A. Hance (Capt.)	A. E. Alves (Capt.)
H. A. Lammert	A. V. Barros
F. M. Roza Pereira	A. J. V. Rebeiro
J. P. Jordan	N. H. Alves
C. Humphreys (cox)	C. M. S. Alves (cox)

PARSE CUP.	W. G. Goggin (Capt.)
H. A. Seth (Capt.)	H. S. Bevan
J. J. Watson	O. R. Chunnett
H. M. Bain	F. M. Roza Pereira
F. Loureiro	E. Herbst (cox)
F. Lammert (cox)	
W. T. Andrews (Capt.)	W. G. Goggin (Capt.)
W. F. Thompson	H. S. Bevan
G. Cunningham	O. R. Chunnett
J. C. Remedios	F. M. Roza Pereira
R. C. Widdell (cox)	E. Herbst (cox)
W. G. Goggin (Capt.)	H. S. Bevan
H. S. Bevan	O. R. Chunnett
O. R. Chunnett	F. M. Roza Pereira
F. M. Roza Pereira	E. Herbst (cox)
E. Herbst (cox)	
G. B. Macdonald (capt.)	J. H. Seth (Capt.)
O. R. Chunnett	H. W. Sayer
J. C. Remedios	C. J. Cooke
J. M. Roza Pereira	G. G. Catelick
E. Humphreys (cox)	S. A. Seth (cox)

CHINESE CUP.	W. T. Andrews (Capt.)
G. B. Macdonald (Capt.)	W. F. Thompson
J. J. Watson	F. F. Eca da Silva
H. M. Bain	J. Cronin
F. F. Eca da Silva	R. C. Widdell (cox)
J. P. Jordan (cox)	
H. A. Seth (Capt.)	W. T. Andrews (Capt.)
J. Cronin	G. Cunningham
F. Loureiro	W. F. Thompson
R. C. Widdell (cox)	C. B. Hayward
	E. Lammert (cox)

CRICKET.	OMPAX.
G. B. Macdonald (Capt.)	W. G. Goggin (cox)
J. J. Watson	H. S. Bevan
H. M. Bain	O. R. Chunnett
F. F. Eca da Silva	F. M. Roza Pereira
J. P. Jordan (cox)	E. Herbst (cox)
H. A. Seth (Capt.)	J. H. Seth (Capt.)
J. Cronin	H. W. Sayer
F. Loureiro	C. J. Cooke
R. C. Widdell (cox)	G. G. Catelick
	S. A. Seth (cox)

HONGKONG PROBABLES V. REST OF SHANGHAI.

On Saturday, 18th inst. a team designated the Hongkong Probables who will probably represent Shanghai at the interport meeting next month, played a team representing the Rest of Shanghai. The Rest only mustered ten men, but they included several who would undoubtedly be in the interport eleven were they able to come down. The two sides were in fact very evenly matched. The Rest batted first and the closure was applied when six wickets were down for 163. The Probables played out time, five having returned when 87 was on the board. The scores were:

THE REST.	THE PROBABLES.
G. H. Wright, l.b.w., b Dew	8
C. W. Beeswick, b Dew	1
W. H. Moulle, c V. H. Lanning, b Potter	50
R. C. Farbridge, b S. Wallace	27
G. M. Billings, b S. Wallace	6
W. N. Symonds, not out	4
W. J. Tyack, b S. Wallace	1
Extras	6
Total (6 wickets)	113
R. M. Saker, G. C. F. Cunningham, and J. T. Tyack did not bat.	
Innings declared closed.	

HONGKONG PROBABLES.

H. R. Parkes, b Billings	10
C. J. Duncan, b Billings	3
O. V. Lanning, l.b.w., b Billings	18
T. Wallace, not out	27
S. Wallace, b Billings	2
J. Duncan, b Saker	2
W. K. Stanton, not out	24
Extras	4
Total (5 wickets)	87
G. C. Dew, F. W. Potter, V. H. Lanning and W. R. Lemarchand did not bat.	

INTERNATIONAL WALKING MATCH.

NARROW VICTORY FOR ENGLISH TEAM.

Shanghai has lately been in the throes of a new sporting event, an international walking match in which English, French, Swiss, Danes and Dutch took part. The match took place on the 16th inst. under ideal weather conditions. The course was 25 kilometres 160 metres long. According to one writer: The competitors turned up gamely and were sent off in an eager bunch at six minutes after seven o'clock. They were very variously arrayed. Some few had stripped down to springing rig, others made very little change from ordinary summer walking costume. Quite a number wore full length "continuals," and one competitor at least set out on his long tramp in low canvas shoes, almost the most tiring foot-gear he could have chosen. Two Frenchmen led off, setting a pace which looked together too hot to last. The Dutch and English made a good showing, lying back and going comfortably: the Swiss quartette kept each other company further back, and the Italians brought up the rear. Representatives started of the following nations: Dutch, Japanese, Swiss, French, English, Danish, Italian, German, Australian, Scotch, British Colonial, and Russian. All except the last three put in teams of four. Pacemakers were allowed, and it is stated that the manner in which the British competitors were assisted in this way had a good deal to do with the result. En route, the walkers were regaled with champagne and cold tea, besides biscuits. Most of the walkers, it is parenthetically added, preferred cold tea, but one of the Englishmen revived the hopes of his backers by "picking up wonderfully after swallowing a glass of the stronger drink." The last lap, so to speak, aroused the greatest excitement. A Frenchman, Mr. Oudin, had gained such a lead that it was obvious he would enter first, and the question was—which team would win? Another Frenchman arrived second; then came a Dutchman and then a third Frenchman. If only a fourth Frenchman appeared the French had won. But he lagged behind. At length Britons and Danes began to pass the line,

until there were three representatives each of France, England and Denmark. The next one of these three teams would give the victory to his team, and the excitement was intense. At last an Englishman struggled in half-dead; and the English team had won. The team prizes were gained as follows:

- 1.—English—Messrs. Gerrard, O. V. Lanning, H. Qualeh and Ayres.
- 2.—French—Messrs. Margo, Saubolle, Oudin and Giroux.
- 3.—Danish—Messrs. Poulsen, Kolte, Mathieson and Klambien.

The N.C. Daily News adds: The umpires had little to do in the way of disqualifying competitors, but the Japanese style did not commend itself to them, and one of the team was penalised within thirty yards of the start. He was using the customary jog trot of the Japanese on the march, which scarcely comes under the definition of heel and toe.

THE INTERPORT SHOOTING MATCH.

The full scores of the Singapore team in the interport shooting were as follows:—

	200	500	600	Yds.	Yds.	Yds.	Ttl.
Pto. R. de Silva, S.V.I.	34	34	31	99			
Cp. A. E. T. Murray, S.R.E.V.	33	31	33	97			
Capt. H. R. Baker, S.V.O.	32	33	30	95			
Capt. F. M. Elliot, S.V.I.	33	32	30	95			
Trum. J. P. Flanagan, S.V.A.	34	30	30	94			
Lt. C. M. Phillips, S.V.I.	30	32	32	94			
Mohd Hashim, 73rd C.I.	33	32	28	93			
Lt. V. A. Flower, S.R.E.V.	32	27	28	87			
Supr. A. Morrison, S.R.E.V.	27	30	28	85			
Sergt. C. Keyworth, S.V.A.	30	28	24	82			
	318	310	291	919			

The Straits Times regarded the total as decidedly disappointing, viewed in the light of previous performances.

The win of Singapore in the now old-established annual match between Hongkong, Shanghai and Singapore, says the Singapore Press, shows the truth of what has been so often pointed out before in these columns in connection with the subject of team-shooting. The match ended in a tie between Singapore and Hongkong, 919 each. But as Singapore made 291 at 600 yards, the longest range, to Hongkong's 290, the win goes to Singapore. So that it was really a portion of the value of one shot that made the difference. Which shows that every time a trigger is pulled a match may be won, or lost, on that one pull. It is really only the man who can make all bulls everywhere, who can say that he, at any rate, if on the losing side, did not help to the loss. But such a "rare bird" is only a theoretical possibility. No living man in a team match ever made all bulls at three ranges, as far as our knowledge goes. To come back to the tie. Only once in a team match has this been beaten in a tie record. A Singapore team on one occasion shot off the "Civil V. Military" match usual when the team was evenly so divided, into five a-side. This match ended in a tie, the longest range showed again a tie, and at 500 yards and 200 yards the differences were one point each way.

"SQUEEZING" A MESS.

An interesting case which should appeal to the large army of young men who are running or have been concerned with messes has just been decided in the British Court at Shanghai. A Chinese cook entered a claim for \$75.30 against a Mr. C. H. Rutherford. It was alleged that the money had been expended on provisions supplied by defendant's orders. Mr. Rutherford did not dispute the claim—according to the report—but he told a delightful story of how he ran his mess in Shanghai. The cook when he was engaged in August was distinctly told that the food should not come to more than \$40 a head per month—there were four in the mess, so that the idea was to spend \$160 a month on food. But this was not to the cook's liking, and at the end of the month he calmly presented a bill for \$300—or \$75 a head for the month. And what an amount of food these four messmates had consumed in the month! According to the cook's little bill, the quartette had waded through 2,000 lbs. of solid fare, close upon a ton of fish, flesh, fowl, and vegetables. There was apparently a lively day when the bill was presented and Mr. Rutherford refused to pay every thing. Next month expenses were reduced and the bill only amounted to \$165. To show the Court how impossible it was that so much food could have been consumed by four men in a month, Mr. Rutherford quoted some of the items in the cook's account. The four in the mess were said to have made away with: 310 pounds of meat, 100 chickens, 806 pounds of potatoes, 482 eggs, 126 pounds of butter, 44 pounds of sugar, 85 pounds of bread, 25 pounds of ham and bacon and numerous other things, the whole totalling over 2,000 pounds. In two days they had consumed 300 lbs. of meat—which shows what a healthy place Shanghai is. The cook had offered to reduce his bill by \$30, but the offer was refused. The cook alleged that there had been plenty of friends invited by the masters to chow, and that was how the food was used up. Mr. Rutherford said that he was not prepared to make an offer to the cook, but left the matter to the discretion of the Court. But his Honour said he was not supposed to settle other people's housekeeping bills. "I have quite enough," he added naively. "I have quite enough to do with my own. If you find a boy 'squeezing'—why—get rid of him at once. That is the way to do." The cook got \$60 and costs.

If Russia's threat to shoot newspaper correspondents as spies for sending wireless news were extended to include those sending wireless news the world would cry out in horror at the fearful extent of the slaughter, says an American paper.

POLICE COURT.

Friday, 21st October.

BEFORE MR. H. H. J. GOMPERTZ (ACTING FIRST MAGISTRATE).

THEFT.

A steward of the steamer Tartar was convicted of the larceny of a clock from a passenger. Mrs. Stuart, wife of the Captain of H.M.S. Pegasus. He was sentenced to 7 days' imprisonment.

ARSON.

Cheung Yan and Wong Cheung, shopkeepers of No. 11, Eastern Street, were committed for trial on a charge of arson. The fire occurred on the 21st inst. The shop was insured for \$1,500.

A POINT OF LAW.

P. N. Cooper, a shopkeeper of Wellington Street, proceeded against two Chinese for leaving his employment without notice. Mr. Gompertz said that he did not think the shop assistant could be considered as a servant under the Ordinance. He would, however, reserve his decision in order to further consider the matter.

MARINE COURT.

Friday, 21st October.

BEFORE HON. CAPT. L. BARNES-LAWRENCE R.N. (MARINE MAGISTRATE).

AN UNFORTUNATE EUROPEAN.

An enquiry was held into the circumstances connected with a collision between the launch Yui Sum and a sampan, in the waters of the Colony on the 18th inst.

Mr. F. P. Slooe stated that he and the chief officer of the steamer Kwong Sang were passengers in a sampan on the evening of the 18th inst. When approaching the Praya leading steps, the sampan was struck by the launch Yui Sum, and was capsized. They managed to cling to the sampan till rescued by a passing boat. The launch afterwards took the wrecked boat in tow. Those on the launch did not throw them any lifebuoys, although they had four on board. (Witness produced one of these, which he had taken as evidence of the name of the launch). After going back to his ship to put on dry clothes he went ashore and reported the case at the police station. He furnished an account of his losses, which comprised a pocket book containing \$17, a passenger's ticket to Shanghai, three \$10 notes and a cigar case; also sundry papers and references relating to his previous occupations and whereabouts. Loose change and some keys remained in his pocket, which enabled him to compensate the sampan people who pleaded their loss.

Replying to the Court, witness said he tried to get the number of the sampan, but in the confusion and excitement could not make out what number the sampan man gave him. The sampan was under sail on the starboard tack, she was carrying a light. He first saw the steam launch about 200 yards off, showing her steaming and bow lights. She sounded no whistle. The launch tried in the first instance, to cross their bows, but on finding there was not room, tried to come under their stern, and hit the sampan on the starboard bow. The sampan was kept straight on, until seeing a collision was inevitable, she was brought up in the wind.

Ho Kam, master of the Yui Sum, said he was making for the triangular wharf, situated near the Macao-Canton steamer wharf. When he saw the sampan making for the shore he gave one blast on his whistle to indicate that the sampan was to go faster. The meaning of the one blast on the whistle was to turn to the green light side. He did not turn. The sampan altered her course in such a manner that sampan and launch were facing one another. He altered his course to starboard and then went "astern," and struck the sampan on the port bow.

Replying to questions, witness said he was going half speed, four to five knots an hour. He first saw the sampan more than 100 yards off. He did throw over one lifebuoy.

Hon. Capt. Barnes-Lawrence said that for not avoiding a collision, which might have been prevented had the provisions of the collision regulations been observed, Ho Kam was sentenced to have his certificate suspended for two months.

BEFORE MR. BASIL TAYLOR (ASSISTANT HARBOUR MASTER).

NEGLECTANCE.

An enquiry was held into the alleged negligence of Leung Sai, a police engineer. Inspector Langley said that early in October No. 4 pinnace was sent to Cosmopolitan Dock for repair. Engineer Leung Sai was sent in charge of the engines and boiler, with a stoke to assist. When the pinnace returned he found the engines and machinery in a disgraceful condition.

Mr. Basil Taylor found Leung Sai guilty of negligence and suspended his certificate for two months.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 21st at 11.12 a.m. The barometer has risen throughout China, and fallen at all other stations.

The northern depression is now situated in the southern part of the Sea of Japan, still moving in an E.N.E. direction, but rather more rapidly.

Gradients are decidedly steeper upon the China Coast and fresh N.E. monsoon may be expected in the Formosa Channel and in the northern part of the China Sea.

Forecast:—Moderate to fresh N.E. winds, cloudy, fair.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

SHIPPING NOTES.

STEAMER MOVEMENTS.

The P.M. steamer Korea, with mails, &c., left Maifu for this port on Friday at 11 a.m., and is due here to-morrow at 6 a.m.

The C.P.R. steamer Empress of India arrived at Nagasaki at 8.30 a.m. on Friday, the 21st Oct., and left again at 3 p.m. same day for Shanghai, where she is due to arrive at midnight, to-day.

The C.P.R. steamer Empress of Japan, which left Hongkong on the 21st Sept. and Yokohama on the 30th Sept., arrived in New York on the 19th Oct., thus making a transit of 28 days from Hongkong and 19 days from Yokohama.

The C.P.R. steamer Athenia arrived at Kobe at 1 a.m. on Thursday, the 20th Oct., and left again at 12.30 p.m. same day for Yokohama, where she was due to arrive at 6 p.m. yesterday. The O.S.S. & C.M. steamer Pigeon left Singapore on the 20th Oct., at noon, and is expected here on the 25th Oct., at noon.

The O.S.S. & C.M. steamer Pigeon left Shanghai yesterday daylight, and is expected here on the 24th Oct., at daylight.

MISCELLANEOUS.

The s.s. Apollo brought 1,400 tons of rice from Saigon for Chinese.

The s.s. Pak Hai brought 1,800 tons of rice from Saigon for Messrs. Butterfield and Swire.

The s.s. Germania brought 3,000 tons of coal from Moji for Messrs. Jebsen & Co.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 21st October, 1904:—Business during the past week has ruled somewhat quieter than during the preceding period under review. Indo-China and China Sugars have been in less request than hitherto, and although apparently firmer at the close, the former stock has fallen away slightly from the highest point recorded, whilst the latter has not materially changed its marketable position. On the other hand substantial advances have been established in Banks, Unions, and Canton Insurances, in which fair transactions have been put through.

BANKS—Hongkong and Shanghai have continued to advance, and fair sales have been booked at from \$675 to \$695, the market closing with a reported sale at \$700 and a few shares for sale at that figure. The London rate has also improved, the latest wire to hand quoting \$88 10s. 0d. Nationals are quiet but steady at \$88.

MARINE INSURANCES—Unions under a further demand continued to advance with sales at \$635, \$640, \$645 and \$650, and close firm with further buyers at \$6 5 ex the dividend of \$55 per share for 19 3 paid to-day. Cantons have also ruled strong with sales up to \$280, but close a little easier with a few shares obtainable at \$260 ex the dividend of \$17 per share for 1903 payable to-morrow. China Traders which are in the market at \$61 can be placed at \$60. North China and Yangtze are still enquired for at last quotations.

FIRE INSURANCES—Hongkong have been booked at \$335 and are in further request. Chinas are asked for at the old rate of \$87, but a higher figure would probably result in business.

SH

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\$425.00

GUARANTEED FOR CLIMATE.

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Hongkong, 10th October, 1904. [2150]

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THE LEADING MINERAL WATER OF THE EAST

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Beware of Japanese Imitations.

F. BLACKHEAD & CO., AGENTS

Hongkong, 31st July, 1904. [1898]

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Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 89
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Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 359
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
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PATENT SLIP (at KOSUZE).
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Hongkong, 4th October, 1903.

THE "ARABIA" JUDGMENT.

TEXT OF UNITED STATES PROTEST.

The following is the text of the protest of the United States Government against the decision of the Russian Government with regard to the cargo of the steamship *Arabia*. It is in the form of a Despatch from Mr. Hay to the American Ambassador at St. Petersburg, dated August 30, and communicated by him to Count Lamsdorff:—

"The Department has carefully considered the Note of the Russian Minister of Foreign Affairs dated July 27 last, a copy of which is enclosed with your Despatch, with reference to the decision of the Prize Court in the case of the steamship *Arabia*, containing American cargo, seized by the Russian Naval forces and sent to Vladivostok for adjudication.

"As communicated to you by the Minister, the decision of the Court was that the steamer *Arabia* was lawfully seized; that the cargo, composed of railway material and flour, weighing about 2,360,000 livres, destined to Japanese ports, and addressed to different commercial houses in said ports, constitutes contraband of war; that the cargo bound for Japanese ports should be confiscated as being lawful prize."

"In communicating the said decision, the Minister observed, in response to the request of this Government for the release of the non-contraband portion of the cargo, that the question could only be decided through judicial channels on the basis of a decision of the Prize Court."

"This is the first authentic information which the Department has received of the precise grounds on which the Prize Court decided to confiscate the railway material and flour in question. The judgment of confiscation appears to be founded on no more fact than that the goods in question were bound for Japanese ports and addressed to various commercial houses in said ports. In view of its well-known attitude, it should hardly seem necessary to say that the Government of the United States is unable to admit the validity of the Judgment, which appears to have been rendered in disregard of the settled law of nations in respect to what constitutes contraband of war. If the Judgment and the communication accompanying its transmission are to be taken as an expression of the attitude of his Imperial Majesty's Government, and as an interpretation of the Russian Imperial Order of February 29 last, it raises a question of momentous import in its bearing on the rights of neutral commerce."

"The Russian Imperial Order denounces as absolutely contraband of war telegraph, telephone, and railway materials, and fuel of all kinds without regard to the question whether destined for military or for purely pacific and industrial uses."

"Clause 5, Article 10, of the Imperial Order denounces as contraband of war 'all articles destined for war on land or sea, as well as rice, provisions and horses, beasts of burden and others (autres) capable of serving a warlike purpose, and if they are transported on account of or to the destination of the enemy.'"

"The ambiguity of meaning which characterizes the language of this Clause, lending itself to a double interpretation, left its real intentment doubtful. The vagueness of the language used in so important a matter, where a just regard for the rights of neutral commerce required that it should be clear and explicit, could not fail to excite inquiry among American shippers, who, left in doubt as to the significance attributed by his Imperial Majesty's Government to the word 'enemy'—uncertain as to whether it meant 'enemy Government or forces,' or 'enemy ports or territory'—have been compelled to refuse the shipment of goods of any character to Japanese ports. The very obscurity of the terms used seemed to contain a destructive menace even to legitimate American commerce."

"In the interpretation of Clause 10 of Article 5, and having regard to the traditional attitude of his Imperial Majesty's Government, as well as to the established rule of International Law with respect to goods which a belligerent may or may not treat as contraband of war, it seemed to the Government of the United States incredible that the word 'autres' or the word 'ennemis' could be intended to include as contraband of war goods, stuffs, fuel, cotton, and all other articles destined to Japanese ports, irrespective of the question whether they were intended for the support of a non-combatant population or for the use of the Military or Naval forces. In its Circular of June 10 last, communicated by you to the Russian Government, the Department interpreted the word 'enemy' in a mitigated sense, as well as in accordance with the enlightened and humane principles of International Law, and therefore it treated the word 'enemy,' as used in the context, as meaning 'enemy Government or forces,' and not the 'enemy ports or territory.'"

"But if a benign interpretation was placed on the language used, it is because such an interpretation was due to the Russian Government, between whom and the United States a most valued and unbroken friendship has always existed; and it was no less due to the commerce of the latter, inasmuch as the broad interpretation of the language used would imply a total inhibition of legitimate commerce between Japan and the United States, which it would be impossible for the latter to acquiesce in."

"Whatever doubt could exist as to the meaning of the Imperial Order has been apparently removed by the enclosure in your Despatch of the Note from Count Lamsdorff, stating tersely and simply the sentence of the Prize Court. The communication of the decision was made in unqualified terms, and the Department is, therefore, constrained to take notice of the principle on which the condemnation is based, and which it is impossible

for the United States to accept, as indicating either a principle of law or a policy which a belligerent State may lawfully enforce or pursue towards the United States as neutral."

"With respect to articles and material for telegraphic and telephonic installations, unnecessary hardship is imposed by treating them all as contraband of war—even those articles which are evidently and unquestionably intended for merely domestic or industrial uses. With respect to railway material, the Judgment of the Court appears to proceed in plain violation of the terms of the Imperial Order, according to which they are to be deemed to be contraband of war only if intended for the construction of railways. The United States Government regrets that it could not concede that telegraphic, telephonic, and railway materials are confiscated simply because destined to the open commercial ports of a belligerent."

"When war exists between powerful States, it is vital to the legitimate maritime commerce of neutral States that there be no relaxation of the rule—no deviation from the criterion—for determining what constitutes contraband of war, lawfully subject to belligerent capture, namely—warlike nature, use, and destination. Articles which, like arms and ammunition, are by their nature of self-evident warlike use, are contraband of war, if destined to enemy's territory; but articles which, like coal, cotton, and provisions, though of ordinarily innocent use, are capable of warlike use, are not subject to capture and confiscation unless shown by evidence to be actually destined for the Military or Naval forces of a belligerent."

"This substantive principle of the law of nations cannot be overridden by a technical rule of the Prize Court that the owners of the captured cargo must prove that no part of it may eventually come to the hands of the enemy's forces. The proof is of an impossible nature; and it cannot be admitted, that the absence of proof, in its nature impossible to make, can justify the seizure and condemnation. If it were otherwise, all neutral commerce with the people of a belligerent State would be impossible; the innocent would suffer inevitable condemnation with the guilty."

"The established principle of discrimination between contraband and non-contraband goods admits of no relaxation or refinement. It must be either inflexibly adhered to, or abandoned by all nations. There is and can be no middle ground. The criterion of warlike usefulness and destination has been adopted by the common consent of civilized nations; after centuries of struggle in which each belligerent made indiscriminate warfare upon all commerce of all neutral States with the people of the other belligerent, and which led to reprisals as the mildest available remedy."

"If the principle which appears to have been declared by the Vladivostok Prize Court, and which has not so far been disavowed or explained by his Imperial Majesty's Government, is acquiesced in, it means, if carried into full execution, the complete destruction of all neutral commerce with the non-combatant population of Japan; it obviates the necessity of blockades; it renders meaningless the principle of the Declaration of Paris set forth in the Imperial Order of February 29 last that a blockade, in order to be obligatory, must be effective; it obliterate all distinction between commerce in contraband and non-contraband goods, and is, in effect, a declaration of war against commerce of every description between the people of a neutral and those of a belligerent State."

"You will express to Count Lamsdorff the deep regret and grave concern with which the Government of the United States has received his unqualified communication of the decision of the Prize Court; you will make earnest protest against it, and say that the Government of the United States regrets its complete inability to recognize the principle of that decision, and still less to acquiesce in it as a policy."

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THE MARINE INSURANCE MARKET.

FAR EASTERN SHIPPING BUSINESS.

The following notes are taken from the London Times:—

LONDON, 17th September.

It does not matter much to underwriters, as such, what commodities are or are not contraband of war, so long as all parties are reasonably clear in regard to them. Before the present war broke out the recognized rule was that "no articles of warlike use can be contraband unless destined for actual belligerent purposes." The disregard by the Russians of the distinction between conditional and absolute contraband—especially as regards provisions, cotton, railway material, &c.—had caused the greatest trouble and disturbance in this market; and their recognition now that the actual belligerent purpose of goods must determine whether they are contraband or not is heartily welcomed. This tardy recognition would appear to remove the last obstacle to the resumption of British steamship sailings to the Far East. Since the big lines withdrew several large British tramp steamers have put into the Far Eastern service, but British trade has suffered and German trade has benefited. The practical test of British lines has had its desired effect, and it is now to be hoped that they will forthwith go back to the Japan trade.

One point has been overlooked in this war—namely, the great advantage enjoyed by a land Power over an island in the matter of contraband. A Continental Power at war which has a neutral nation on its borders can arrange for supplies of every kind by rail, and these are entirely free from hostile interference. Goods can also be obtained by such a neutral nation from overseas and despatched to the neighbouring belligerent over the land frontier. Had Russia not been fighting so many thousands of miles from home, and at the end of an inadequate railway, she would not have needed to run the risks of sea transport at all. An island, on the other hand, must get all its supplies by sea, and be subject to interference by hostile cruisers. It is this fundamental distinction between a land and a sea Power which makes the principles of contraband much more important for us than for the great Continental Powers.

19th September.

A good deal of war risk business is coming forward in connexion with shipments of coal to Japan. Whatever the big lines may do there are plenty of good cargo steamers ready to carry "conditional contraband" to the Far East. The absence of captures during the past month keeps rates to Japan fairly low. Steamers carrying steam coal on Russian account are being insured in batches, the usual rate being 25 guineas per cent. It is uncertain whether those coal steamers starting within the next few weeks will really go to Vladivostok, even if the weather permitted; it is considered more likely that they will either coal the Baltic warships or assist to form coal supplies at ports owned by benevolent neutrals. There must be at least 40 of these coal steamers now at sea, and more are getting ready.

20th September.

Business continues to be active in steamers with coal, oil, and stores for Russian account. It is clear that recent measures are being taken to secure supplies in Siberia and Manchuria before winter sets in. No doubt most of the vessels which have already reached Far Eastern waters will get through safely, but underwriters are sceptical as to the weather permitting these steamers to reach Vladivostok which have still to sail from Europe. It would appear from the nature of the stores being insured that they consist largely of "conditional contraband," and are probably intended for the use of the civil population. It has been known for some months past that unless large quantities of oil can be got out many Eastern Siberian towns will be in darkness during the winter.

21st September.

There is no doubt that the Germans are getting hold of a large proportion of the cargo business to Japan; that is, ordinary business other than contraband, which used to be carried in British liners. Contracts have been made, running for three and six months, with Japanese commercial houses to take all kinds of goods from Continental ports in German liners. The existence of these contracts will, of course, make it very difficult for the British lines to get back their former business when they do venture once more to face the possibility of being overhauled by Russian auxiliary cruisers. One of these cruisers, the *Torch* (the German *Columbia*), is reported at Las Palmas. These cruisers have done so little as yet that the British shipowners who withdrew from the Japan trade must feel that they have reason to regret their excessive timidity. Lloyd's agent at Hongkong telegraphs that the cost of thorough repairs to the American steamer *Shanmut* will be £18,500, exclusive of a new stern frame. This is about 11 1/2 per cent. on the value of £144,000 at which the vessel is insured. The Boston Towboat Company's steamers *Shanmut* and *Tremont* have not brought any previous claims on underwriters since they started in April, 1902.

22nd September.

The British steamer *Newton Hall*, which was at Port Arthur when the war broke out and has been the subject of compensation, for damages by the Russian Government, is reported to have transferred her coal cargo to Tsintau to a German collier. The movements of this vessel have been watched with interest by underwriters. On her latest voyage she was nominally bound from Barry to Manila, but few doubts were entertained as to the real destination of her cargo—Port Arthur. The other steamers of the same owners—the *Howick Hall* and the *Newton Hall*—have also been taking coal to Far Eastern waters, though the actual destinations were not disclosed. Underwriters take an anxious interest in these "Ball" boats, as they were insured against war risks in a batch last autumn at nominal rates. The policies expire on October 31.

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| 1 Dust Cover for Table. | 1 Cue Tip Fastener with File. |
| Straightedge and Circle. | 1 Bottle Cue Cement. |
| 1 Best Spirit Level. | 1 Box Silk Spots. |
| 1 Smoothing Iron with Shoes. | 2 Dozen Best White Chalk. |

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Hongkong, 1st April, 1904

[1927-1]

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LOTUS.	KARIM.
Large Size \$5.00 per 100	Large Size \$3.75 per 100
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[1516-3]

SHIPPING.

ARRIVALS.

AGAMEMNON, British str., 4,462, Robt. Day, 21st Oct., Liverpool and Singapore 16th Oct. General, Butterfield & Swire.
 AN PBO, British str., 985, J. Kynoch, 20th Oct., Saigon 16th Oct. Rice and General, Chinese.
 BIANCA, German str., 825, A. Lohrengel, 21st Oct., Nikiobogow 30th Sept. Frozen Fish, Order.
 BRUNHILDE, German str., 875, H. Solk, 21st Oct., Wokanata 14th Oct. Coal, Sander, Wieler & Co.
 CRESSY, British str., 12,000, H. M. T. Tudor, 21st Oct., Weihaiwei 16th Oct.
 GERMANIA, German str., 1,714, J. Bruhn, 20th Oct., Moji 16th Oct. Coals, Jensen & Co.
 GLORY, British battleship, 12,500, Hon. Stopford, 21st Oct., Weihaiwei 16th Oct.
 KAMPOT, French str., 500, K. Wood, 20th Oct., Saigon 14th Oct. Rice, Bradley & Co.
 SGOVIA, German str., 3,736, Schoenfeldt, 21st Oct., Hamburg and Singapore 15th Oct. General, Hamburg Amerika Linie.
 SIMLA, British str., 3,805, F. R. Summers, 21st Oct., Bombay 5th Oct. and Singapore 16th, Mails and General, P. & O. S. N. Co.
 TEAN, British str., 1,346, A. Somerville, 21st Oct., Manila 18th Oct. General, Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE, 21st October.
 Amara, British str., for Saigon.
 Haitan, French str., for Pakhoi.

DEPARTURES.

21st October.
 DAGMAR, German str., for Bangkok.
 DECIMA, German str., for Chefoo.
 EDENDALE, British str., for Saigon.
 KWANGLOE, Chinese str., for Shanghai.
 KWANTOH, Chinese str., for Canton.
 L. ONGSANG, British str., for Manila.
 MARIA VALERIE, Austrian str., for Yokohama.
 PELAYO, British str., for Taku.
 UGANDA, British str., for Yokohama.
 YAWATA MARU, Jap. str., for Manila, &c.

VESSELS IN DOCK.

21st October.
 ABERDEEN DOCK.—U. S. S. Pathfinder, Larkin, U.S.S. Deatur, U.S.S. Fathomer, U.S.S. Bainbridge, U.S.S. Chancey, H.I.G.M.S. Hansa, Sikh, Tinnan, H.M.S. Cressy, COSMOPOLITAN DOCK.—Lilia.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW, THE Company's Steamship

"HAILONG," Captain Mutton, will be despatched for the above ports TO-DAY, the 22nd inst., at 2 P.M.
 For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.
 Hongkong, 19th October, 1904. [2479]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SHANGHAI, MOJI AND KOBE, THE Steamship

"EMPIRE," Captain P. T. Helms, will be despatched as above TO-DAY, the 22nd inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight and Passage, apply to GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 18th October, 1904. [2471]

AMERICAN ASIATIC STEAMSHIPS COMPANY.
 FOR NEW YORK VIA SUEZ CANAL, THE Steamship

"CLAVERBURN," Captain Parker, will be despatched for the above port TO-DAY, the 22nd inst.
 For Freight, apply to SHEWAN, TOMES & CO., General Agents.
 Hongkong, 18th September, 1904. [2211]

NIPPON YUSEN KAISHA.
 FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID, THE Bucknall Line Steamship

"BAROTSE," Captain A. Lee, will be despatched as above on THURSDAY, the 27th inst., at DAYLIGHT.
 For Freight, apply to A. S. MIHARA, Agent.
 Hongkong, 17th October, 1904. [2461]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, PROPOSED SAILINGS FROM HONGKONG, 1904.

"ST. HUGO" ... 25th Nov.
 "SHIMOSA" ... 18th Dec.
 For Freight and Passage, apply to DODWELL & CO., LTD., Agents.
 Hongkong, 9th August, 1904. [877]

NATAI, LINE OF STEAMERS.
 THE Undermentioned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.
 For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th Avenue, 1897.

NOT RESPONSIBLE FOR DEBTS
 NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
 KENZERRE, British Ship, T. E. Burch—Standard Oil Co.
 E. B. SUTTON, American barque, Johnson—Order.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	MALTA	Brit. str.	R. A. Peters	P. & O. S. N. Co.	To-day, Noon.
LONDON, AMSTERDAM, &c.	MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	About 28th inst.
LONDON, AMSTERDAM & ANTWERP	PINGVEY	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	24th inst.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	8th Nov.
LONDON, AMSTERDAM & ANTWERP	BENNAIDE	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	About 19th Nov.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	T. G. Steeves	BUTTERFIELD & SWIRE	22nd Nov.
MARSEILLES & LONDON, VIA SPAIN, &c.	BAROSE	Brit. str.	A. Lee	NIPPON YUSEN KAISHA	25th inst., D'light.
BREMEN, VIA PORTS OF CALL	ZEREN	Ger. str.	F. von Binzer	MELCHERS & CO.	26th inst., Noon.
HAVRE & HAMBURG	BRIGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	19th Nov.
HAVRE & HAMBURG	SEGIVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	29th Nov.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	13th Dec.
HAVRE & HAMBURG	ARMENIA	Ger. str.	Forst	HAMBURG-AMERIKA LINIE	27th Dec.
TRIESTE, &c., VIA SINGAPORE, &c.	C. F. FERD. LAEISZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	11th Jan.
GENOA, MARSEILLES & LIVERPOOL	TRIESTE	Aus. str.	Mistrorigo	BANDER, WIELER & CO.	22nd inst., P.M.
NEW YORK VIA SUEZ CANAL	AGAMEMNON	Brit. str.	Parker	BUTTERFIELD & SWIRE	To-day.
NEW YORK VIA SUEZ CANAL	CLAVERNEN	Brit. str.	Parker	BUTTERFIELD & SWIRE	Standard Oil Co.
NEW YORK VIA SUEZ CANAL	KENNEBEC	Brit. str.	Parker	BUTTERFIELD & SWIRE	About 12th Nov.
NEW YORK VIA SUEZ CANAL	ST. HUGO	Brit. str.	Parker	BUTTERFIELD & SWIRE	About 25th Nov.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	F. N. Evans	CANADIAN PACIFIC R. CO.	2nd Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	16th Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN	YANPANG	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	29th inst.
PORTLAND, OREGON	NUMANTIA	Brit. str.	Brehmer	BUTTERFIELD & SWIRE	1st Nov.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	L. Dawson	PORTLAND & ASIATIC CO.	27th inst.
KORE	EMPIRE	Brit. str.	P. T. Helms	BUTTERFIELD & SWIRE	29th inst., 4 P.M.
SHANGHAI	EMPIRE	Brit. str.	P. T. Helms	BUTTERFIELD & SWIRE	16th Nov., Noon.
SHANGHAI MOJI & KOBE	BANCA	Brit. str.	F. B. Ferguson	GIBB, LIVINGSTON & CO.	29th inst., 4 P.M.
SHANGHAI MOJI & KOBE	WOOSUNG	Brit. str.	F. B. Ferguson	GIBB, LIVINGSTON & CO.	To-day, 5 P.M.
SHANGHAI	RUBI	Brit. str.	R. W. Almond	GIBB, LIVINGSTON & CO.	To-day, Noon.
AMOY & MANILA	RUBI	Brit. str.	R. W. Almond	GIBB, LIVINGSTON & CO.	About 25th inst.
AMOY, MANILA, CEBU & ILOILO	KAIFONG	Brit. str.	R. W. Almond	GIBB, LIVINGSTON & CO.	29th inst.
FOOCHOW, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	BUTTERFIELD & SWIRE	To-day, 10 A.M.
TAMSUI, VIA SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldeen	BUTTERFIELD & SWIRE	28th inst., P.M.
SWATOW, AMOY & FOOCHOW	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	28th inst., D'light.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	Roach	OSAKA SHOSHEN KAISHA	To-morrow, D'light.
SWATOW, CHEFOO & TIENSIN	HAITAN	Brit. str.	Roach	OSAKA SHOSHEN KAISHA	30th inst., D'light.
MANILA	HAITAN	Brit. str.	Roach	OSAKA SHOSHEN KAISHA	To-day, 3 P.M.
MANILA DIRECT	HAITAN	Brit. str.	Roach	OSAKA SHOSHEN KAISHA	25th inst., 10 A.M.
SOUTHERN & SAMARANG	HAITAN	Brit. str.	Roach	OSAKA SHOSHEN KAISHA	25th inst.
SINGAPORE, PENANG & CALCUTTA	HAITAN	Brit. str.	Roach	OSAKA SHOSHEN KAISHA	24th inst., 4 P.M.
	HAITAN	Brit. str.	Roach	OSAKA SHOSHEN KAISHA	27th inst., 3 P.M.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
 THE Steamship

"MALTA," Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 22nd OCTOBER, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Britannia," 6,825 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Mongolia," due in London on the 4th December, 1904.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to E. A. HEWETT, Superintendent.
 Hongkong, 10th October, 1904. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).
 THE Company's Steamship

"TRIESTE," Captain Mistrorigo, will be despatched as above on SATURDAY, the 29th inst., P.M.
 For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents, Princes' Buildings.
 Hongkong, 4th October, 1904. [3]

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.
 THE Steamship
 "KENNEBEC" will be despatched as above on or about the 12th November.
 For Freight or further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.
 Hongkong, 14th October, 1904. [2439]

HONGKONG-MACAO LINE.
 S.S. "WING CHAI," Captain T. F. Austin, D.M.S.
 This Steamer departs from Hongkong, on Week Days, at 7.30 A.M., and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2 P.M. and on Sundays at 6.30 P.M.
 Passengers (week days) 1st Class (including cabin and servant), single \$3, Return Ticket \$5, 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Stevedore 10 cents.
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.
 The Steamer is lit throughout by Electricity.
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.
 MING ON & CO., 2nd Floor, 16, Victoria Street.
 Hongkong, 7th October, 1904. [23]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON
 OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"NUMANTIA"	4,450	Brehmer	October 27th, 1904.
"ARABIA"	4,453	Bahle	November 19th, 1904.
"AFAGONIA"	5,193	Schmidt	December 13th, 1904.
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 14th October, 1904. [114]

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Saloon amidships, Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
 CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Amoy & Manila.	Sat. 22nd Oct., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat. 29th Oct., 10 A.M.

For Freight or Passage apply to
 SHEWAN, TOMES & CO., GENERAL MANAGERS.
 Hongkong, 18th October, 1904. [116]

OSAKA SHOSHEN KAISHA
 REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
 PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 23rd Oct., at Daylight.
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 26th Oct., at Daylight.
TAMSUI, VIA SWATOW AND AMOY	"M. STRUVE"	SUNDAY, 30th Oct., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured in stead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's Local Branch Office at No. 8 Des Voeux Road Central.
 Hongkong, 17th October, 1904. T. ARIMA, Manager. [15]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	WEDNESDAY	2nd Nov.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 2nd Nov.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 16th Nov.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 14th Dec.
R.M.S. "ATLANTIC"	3,882 Tons	WEDNESDAY, 28th Dec.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 11th Jan.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, 9, Rudder Street.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
BRISGAVIA	{ HAVRE and HAMBURG } (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
SLAVONIA	{ HAVRE and HAMBURG } (Calling at Singapore, Penang and Colombo)	On 19th Nov. Freight & Passengers.
SEGIVIA	{ HAVRE and HAMBURG } (Calling at Singapore, Penang and Colombo)	On 29th Nov. Freight.
SENEGAMBIA	{ HAVRE and HAMBURG } (Calling at Singapore, Penang and Colombo)	On 13th Dec. Freight.
ARMENIA	{ HAVRE and HAMBURG } (Calling at Singapore, Penang and Colombo)	On 27th Dec. Freight.
C. FERD. LAEISZ	{ HAVRE and HAMBURG } (Calling at Singapore, Penang and Colombo)	On 11th Jan. Freight.

For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, QUEEN'S BUILDINGS.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
LYRA	4,417	G. V. Williams	Saturday, October 29th

FOR MANILA.
 The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED, GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 26th September, 1904. [17]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 FOR STEAMERS TO SAIL REMARKS.

* SHANGHAI	{ SIMLA } { F. R. Summers }	5 P.M., 22nd October	Freight and Passage.
LONDON, &c.	{ MALTA } { R. A. Peters }	Noon, 22nd October	See Special Advertisement.
SHANGHAI, MOJI AND KOBE	{ BANCA } { J. B. Ferguson }	About 25th October	Freight only.
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	{ MALACCA } { A. F. Street }	About 28th October	Freight and Passage.

* Expected to arrive on or about 7th October, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 19th October, 1904. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA, AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	SAILING DATES
ZIETEN	WEDNESDAY 26th October
PRINZESS ALICE	WEDNESDAY 9th November
PRINZ HEINRICH	WEDNESDAY 16th November
PRINZ REGENT LUITPOLD	WEDNESDAY 23rd November
PREUSSEN	WEDNESDAY 30th November
PRINZ RITEL FRIEDRICH	WEDNESDAY 7th December
SEYDLITZ	WEDNESDAY 14th December
GNEISENAU	WEDNESDAY 21st December
BAYERN	WEDNESDAY 28th December
ZIETEN	WEDNESDAY 4th January 1905
SACHSEN	WEDNESDAY 11th January
PRINZESS ALICE	WEDNESDAY 18th January
PRINZ REGENT LUITPOLD	WEDNESDAY 25th January
PREUSSEN	WEDNESDAY 1st February
PRINZ RITEL FRIEDRICH	WEDNESDAY 8th February

ON WEDNESDAY, the 26th day of OCTOBER, 1904, at NOON, the Steamship "ZIETEN," Captain F. von Binzer, with MAILS PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
 Shipping Orders will be granted till NOON on MONDAY, the 24th October. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th October, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 25th October.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
 NORDDEUTSCHER LLOYD, MELCHERS & CO., AGENTS.
 Hongkong, 13th October, 1904. [5]

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL...	"PYRREUS"	On 25th October.
GLASGOW and LIVERPOOL...	"YANGTZE"	On 29th October.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 5th November.
GLASGOW and LIVERPOOL...	"NINGCHOW"	On 11th November.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 24th October.
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 8th November.
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"YANGTZE"	On 1st November.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th October, 1904.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
MANILA, AMOY, CEBU and ILOILO, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 20th October, 4 P.M.
KOBE	"TSINAN"	On 29th October, 4 P.M.
SHANGHAI	"WOOSUNG"	On 29th October.
SWATOW, CHEFOO and TIENTSIN	"KANSU"	On 1st November.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—

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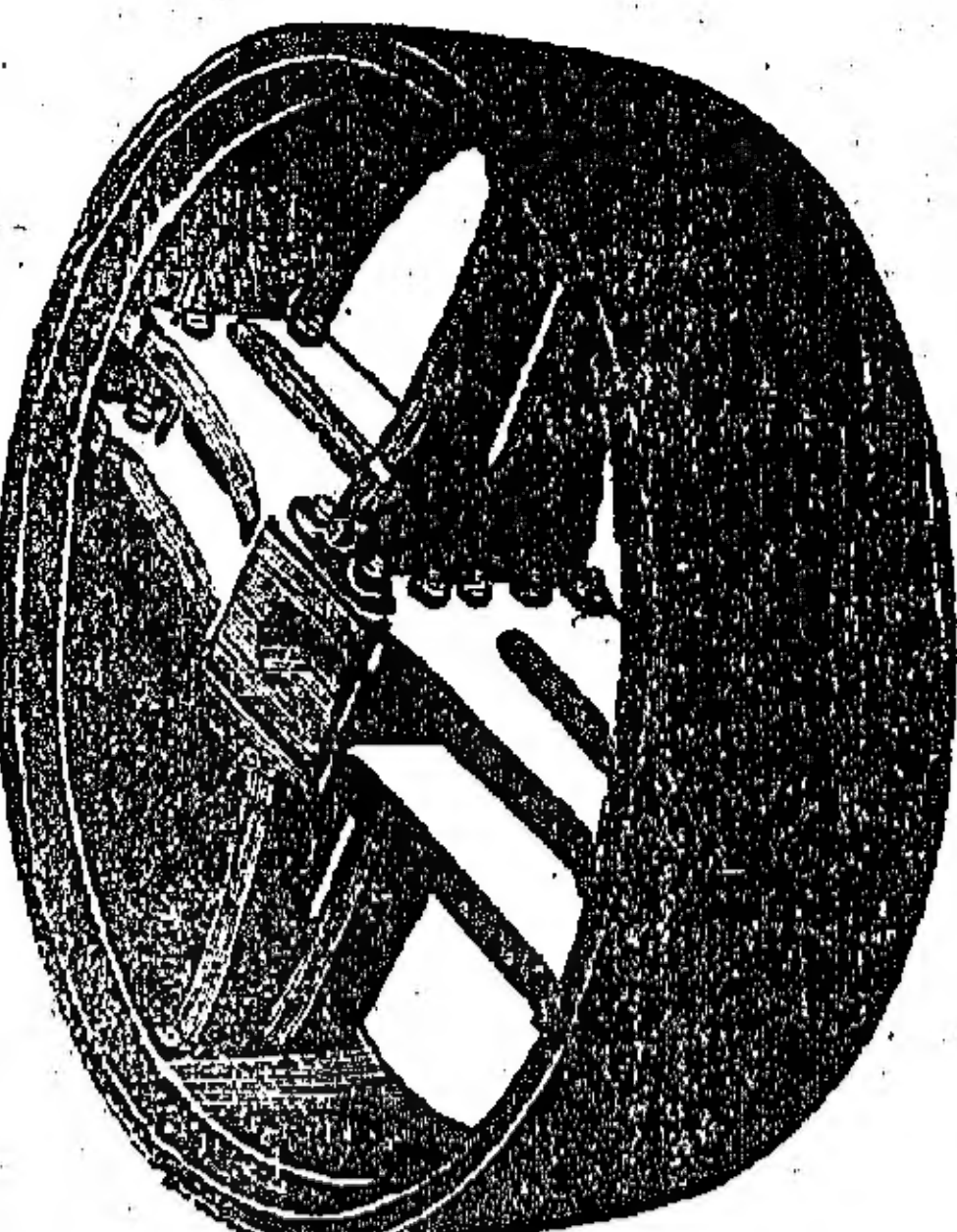
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ACHE

ACHE all over. Throat sore, Eyes and
Nose running, slight cough with chills;
this is La Grippe.

HEAD
BACK
LEGS

ACHE

ACHE all over. Throat sore, Eyes and
Nose running, slight cough with chills;
this is La Grippe.

THE BLACK RIBBON.

BY
I. T. MEADE.
(Author of "A Woman in Grey," &c.)

CHAPTER I.

Maurice Delafeld had passed through all his medical examinations with much credit to himself. He was now a Fellow of the Royal College of Surgeons, besides being an M.B. of Cambridge. He felt that he could look all the world in the face, and was as gay and bright, and all there a young fellow as could be seen in the length and breadth of England. He was very well made and pleasant to look at. His smile was congenial, his hand cool and firm. It was said of him that he would make an admirable surgeon by-and-by, and it was also remarked that the Professor of his Hospital, the famous Bartholomew, said significantly that Delafeld would be heard of yet in the medical world.

Be that as it may, his numerous examinations were things of the past. The dissecting room with all its dreary and terrible work need no longer engross his time. The examination hall should know him no more, at least for the present.

He meant to take three months' holiday, and the first step in that direction was to visit his young cousins and favourite relations, the Lumsdales of the Pines, a charming country seat in the neighbourhood of Haslemere.

Maurice wrote to Rupert Lumsdale, his eldest cousin, a man of three or four and twenty, with the result that they both travelled down to the Pines, on a certain week Saturday evening, intending to make a week of it at least before London saw them again.

"This is jolly," said Delafeld. "I never felt in better form in my life. It is such a delightful sensation to feel that it is done."

"Oh, you can never feel that," remarked Lumsdale significantly. "There's always another examination of sorts looming ahead, right on, I expect, until you reach your grave. What is expected of you at the other side of the gulf must be left to conjecture."

"How gloomy you are, Rupert," responded Maurice. "How are matters going with you, old chap? I hear that you are already spoken of as the prop of your ancient house in the mercantile world."

Rupert coloured slightly.

"The fact is," he said, after a pause, "I am in love. Maurice, I want you to see my girl and to know what you think of her."

Maurice started forward and wrung Lumsdale's hand with much heartiness.

"I couldn't have better news," he said. "Tell me all about her."

Rupert, nothing loth, broke into the customary story. He had, of course, found the rarest amongst women, her name was Kitty Pembroke. Her father and his sisters and she lived in a large modern house about a mile away from the Pines. They had come there a year ago. Rupert and Kitty had met. They had found that each possessed an attraction for the other, and now Rupert was about to put his happiness to the test.

"But what makes me so beastly nervous," he said in conclusion. "I shall probably ground see her to-night. I have not the least idea whether she will take me. As likely as not she will snuff at the notion."

"Then she cannot possibly be the girl you have been trying to describe to me," was Maurice's answer.

"She's the best girl in the world," said Rupert smiling. "You will agree with me when you see her. I suppose any man would be nervous who had to get through this sort of thing. But I am due at Mount Edge this evening, and won't leave before I know my fate."

"I wish you luck, old man," said Delafeld. "Now tell me about the others. How is Helen?"

When Delafeld mentioned Helen's name Rupert's face again became clouded.

"You know all about her, don't you?" he said significantly.

"Can't say that I do. Haven't seen her for two years. I thought her the most lovely creature on earth then. Why, Rupert, what is it? Your face is grave."

"It is only that Helen is home again, and by no means herself. In fact she is extremely sadly, and we are all anxious about her."

"Helen in bad health?" cried Maurice. "What do you mean?"

"It is all since she went to Russia."

"But did she go to Russia? I knew nothing about it."

"Well, you see, old fellow, you never wrote, and in consequence our mutual relations became a little thin, to say the least of it. But to make a long story short, Helen was invited to go as English governess and companion to a young Russian lady at the beginning of the winter. She was to have a big salary, not less than three hundred a year, and everything found, and she was to have the most attentive of mothers."

"As for being afraid of nihilists or anything silly of that sort, she simply laughed at the idea to scorn. She was to go to the house of a very great man, a certain Countess Krastoff, and was to instruct his only daughter, Mademoiselle Olga, in English and its various branches. I never knew anyone in higher spirits than our Helen when she went away."

"She remained in St. Petersburg for about seven months, and came back unexpectedly, looking ghastly white and fearfully nervous. She would tell us nothing about her adventures, and seemed to dislike to allude to the subject. We were shocked at her appearance, and mother began blaming the Krastoffs for having sent back her darling such a wreck. But Helen very nearly fell at the old man's feet, and said that she would not hear a single word against them, that the professor was quite the dearest and most learned old man she had ever met, and that Olga was too charming for words."

"Then what were you anxious about?" interrupted Delafeld.

"Listen, and I will tell you, old man. This state of things went on for about a fortnight, and then all of a sudden one day Helen, aged twenty-one, in the prime of her youth and beauty, became paralysed. She was unable to walk. The doctor was sent for, and he said she undoubtedly had a slight stroke. She is better now, and is lying on her sofa, but she never attempts to put her feet to the ground. Of course, Marjory and Anne, the two young ones, are devoted to her, and so by a means, least, is your humble servant. But we can't make out what can have caused it. Dr. Brett says that she certainly has been subjected to some severe shock, but of what nature more than that we can possibly surmise. But you will see her for yourself. I am hoping," continued Rupert, the colour rising up again to his face, "that I can hit it off with Kitty. It may rouse Helen a little for she is devoted to me, and would do anything on earth to promote my happiness. Altogether the thing is strange, but you will tell me what you think when you have seen her."

"During the remainder of the journey Delafeld sat back comfortably against the cushions of the first-class smoking compartment in which they were travelling, lost in conjecture. For many

years he had had a warm spot in his heart for his beautiful cousin, Helen Lumsdale. He considered her the most precious and graceful young woman he had ever met. When he had last seen her, she was just nineteen years of age, tall and straight as a dart, with a queenly head which she carried well on perfectly moulded shoulders; with a bright laugh, which awoke echoes of mirth in all those who heard it; with a smile so sweet that it was like sunshine itself, and clear eyes with a straight glance in them, that somehow had contrived to go down a deep way in Delafeld's sensitive, warm young heart. He was not exactly in love with Helen, but if ever he thought of a possible future wife she bore a distinct resemblance in face and manner to his favourite cousin.

Now Helen was changed, was very ill; she had gone to Russia in ruder health, and returned home a wreck. What did it all mean?

A dogcart awaited the young men at Haslemere, and they were soon feeling at a rapid rate along the country roads, and in a very few minutes found themselves at The Pines.

It was a glorious evening towards the end of July, and sultry as the day had been in town, a fresh delicious air was blowing here. Delafeld's keen eye took in the scene at a glance: the beautifully kept gardens, the smooth rolling lawns, the trees under whose shade were hung hammocks of different shapes and sizes, the gay voice of a girl as she laughed and chatted with other girls, the unmistakable click of the croquet balls on the croquet lawn to his left, a graceful manipulation of a tennis bat, revealing the perfect form of a young Amazon who turned out presently to be his cousin Anne, and in the distance lying under the shade of a tree a white cuber girlish figure with a dark head of richly coiled hair and a pale nose looking face.

Delafeld suddenly felt his heart in his mouth. Anne was seen at a little distance advancing to meet him. Mrs. Lumsdale rose from the seat where she had been busily embroidering a new centre piece for the dinner table. Delafeld uttered a hurried greeting to one and all, and the next minute found himself heading over his cousin Helen.

"Why, Nell," he said, "what is the matter?" His eyes spoke their consternation, and Helen, looking full up into them, suddenly discovered that her own were brimful of tears.

"I am so very glad to see you again," she said.

He dropped on a low chair by her side, and a hurried conversation began, during which Helen all too evidently avoided the subject of her own health.

"How long can you stay with us, Maurice?" was her first question.

"She uttered the words eagerly. Her big dark eyes shone with an expression partly of anxiety, partly of desire on his face."

"I don't quite know," he answered. "I expect I can remain here for a week or two, as long as you want me, Cousin Nell. You know, he added fervently, "that I am always at your service—always."

She held out her hand and said solemnly: "Take my hand, and say 'so' words again."

He coloured, but immediately grasped the slim young hand between both his own.

"I will say them a thousand times if you like," he remarked, "for I mean them. You know, Nell, you must know."

"Hush," she interrupted as Mrs. Lumsdale was seen advancing towards them.

"Helen called out to her mother."

"This good-looking Maurice back again, isn't it? It's just like old times."

"Indeed it does, my darling," said the mother. "But aren't you tired, Nell? Wouldn't you like to have your couch taken back into the house?"

"Indeed no," was the answer. "What I really want is to have supper out here under the trees. Let Maurice bring it to me. And, Maurice, when you have finished your own come and have a smoke close to my side."

"I will," he replied. "And do let me go and tell the servants. It is perfectly lovely, and not only to visit at The Pines, but to feel so absolutely at home."

"He is a right good fellow," said Mrs. Lumsdale, as the young man walked quickly across the grass. "It has done you good already to see him, Helen."

"It has, mother. I have always been very fond of Maurice."

Mrs. Lumsdale now seated herself in the chair which Maurice had occupied.

"Dr. Brett has just been to see us, Helen. He has arranged that Mr. Serjeant, the great surgeon, is to come down to-morrow, and give you a thorough examination. Do you mind, darling? Aren't you glad? Anything to make you well again."

"But I can't see him, mother."

"Helen, what do you mean?"

"I can't! It is impossible. He must not come. Mother, during, can't you let me say well gradually. Believe me, there is no danger. This is a case of pure nerves. If I am to have a miserable life, I shall be very bad by the morning. Oh, mother, do be guided by me. Do write to Dr. Brett, and say that he must countermand Mr. Serjeant's attendance."

"But your father and I both wish it, Helen."

Helen remained silent for a minute. Her face, which was always destitute of colour, was now painfully white, but her lips had a curiously resolved expression about them. She folded her slender hands together, and then said:

"Mother, you don't want me to pain you?"

"Of course not, dearest. What do you mean?"

"I must speak. I have never wilfully disobeyed you."

"Indeed, indeed not. You have been the sweetest darling."

"I can't see this doctor. I am of age, I am virtually my own mistress, with my own private means, left to me by dear old Aunt Anne. I will go away—yes, somehow, in some fashion to-morrow, if you insist on Mr. Serjeant visiting me. If he comes to the house before I leave I will refuse to see him. He cannot force himself into my presence, the liberty of the British subject forbids."

"Helen, your conduct amazes me. I had not the slightest idea that you felt so strongly about it. But here is your father, he will talk to you."

Mr. Lumsdale as fine looking an elderly gentleman as could be found anywhere. He was bent like a bow, and looked the best in his most becoming costume. He strode across the garden at his wife's call, and came and stood by a glance to observe what a very strange likeness existed between father and daughter. The same pure pale olive complexion, the same lustrous eyes, the same colour in the hair, which in the man's head was rapidly changing to iron grey, here was also the proud unmistakable obstinacy in lips and chin.

"Well, Nell," said her father, "and how are you this evening, my pet?"

"Quite comfortable, father. I have neither ache nor pain, and am lying here rejoicing in the attendance of my subjects. I feel something like a queen on the throne, everyone bows down to me. Even darling mother, and you, my dear father, must do the same."

"Tell your father at once what you really wish, Helen—the strange resolve you have come to," said her mother.

"I am satisfied with Dr. Brett's attendance," said Helen then, "but I will not see Mr. Serjeant, the great London doctor."

"But is he coming? Is it arranged?" said Lumsdale, looking with eagerness at his wife.

"It is, Henry. But this extraordinary child does not wish it. It is really most annoying and unaccountable. Dr. Brett said all along that a second opinion was necessary. He was keenly anxious to get Mr. Serjeant, who is, as you know, one of our most eminent surgeons, to see Helen, and now Helen herself, without rhyme or reason, refuses to see him."

"The rhyme is in my heart, and the reason is in my head," answered Helen lightly.

She looked up as she spoke with a wan smile. There was something inexplicably sad and even mysterious about her. Her father and mother looked down upon her, puzzled, annoyed, and non-comprehending.

"I won't see him," she repeated. "I want you, father, to help me. I shall be well again before long, and I won't see Mr. Serjeant."

"But have you no reason for this extraordinary caprice, Helen?"

"Only that I want. You have heard what a woman's 'won't' is, haven't you, Daddy?"

"I have, Well, this is very odd."

"We shall not decide just now," said Mrs. Lumsdale. "If we send a line just before bedtime to Dr. Brett, he will arrange the matter."

"You ought to send at once, mother. You really ought to," said Helen, "for of course a great man like Mr. Serjeant must be allowed plenty of time to arrange his plans."

Mr. Lumsdale glanced at her husband. After a moment they left Helen and walked across the lawn.

"What does this mean?" said the wife, looking with anxiety into Lumsdale's face.

"Only the caprice of a girl whose nerves are out of order," was the reply.

"Then you insist on her seeing Serjeant?"

"Of course, Fanny. It is likely that I should allow my child to linger on afflicted with such a terrible disease as paralysis without getting the best possible advice?"

"She will object," she will make a scene; she will make a fuss. It will injure her terribly."

"Nevertheless I shall insist on my own way, Helen. I don't want what she finds she has to face the inevitable. All women do."

The husband and wife entered the house. Supper was announced, and Maurice Delafeld waited on Helen. She had more than assumed her former interest in his eyes. As soon as he could get a chance he left the supper table and seated himself by her side.

"Fill your pipe, Maurice, and sit just here facing me. Oh, it is good to have you back again."

"But tell me, Helen," he replied, bending towards her and speaking with great earnestness, "can I help you in any way? I want to know, why do you object to seeing one of the best surgeons in London? Surely this is not wise, not like you, dear? You were always remarkable for common sense; exercise it now, won't you? Even if Serjeant's visit should be disagreeable to you, it will be quickly over, and his opinion will be worth any small inconvenience you may suffer."

"But suppose his opinion is adverse," said Helen colouring, and then turning pale.

"Why should it be? You know I am a bit of a doctor myself. I mean I am qualified, and I have seen many cases of paralysis affecting old and young. But I never saw anyone look exactly like you, Nell, while suffering from the complaint. You look still so keen, so vigorous, although you are pale. Why what is the matter? What have I said?"

"Nothing," she answered. "Oh, nothing. She took up her handkerchief, and passed it over her face. To his astonishment, Maurice Delafeld observed that large drops of sweat, as though caused by great mental perturbation, stood out on her forehead. He took up a newspaper that lay near, and began to fan her. You are much worse than I thought," he said anxiously.

"No, I am not. I am not really. I agree with you, but I don't want the others to know. I won't see this doctor, and you must help me. It is a matter of nerves, a case of nerves. Yes of nerves, and I won't see him. And, Maurice, you must help me."

"I will do what I can," he answered slowly. "I am, I confess it, astonished at your attitude."

"Then be astonished, Maurice. What is the good of an old friend if he cannot sometimes help one he has known since she was a child through a right place?"

"Oh, is it that?" he answered with eagerness. "Then indeed I will do my utmost. Yes, Helen, you may rely on me, and please remember, just now, that I am also a doctor. Imagine that I have come to see you professionally. Tell me your symptoms."

"I have no symptoms. I simply desire to lie here and rest. I rejoice in the comforts that surround me. I eat with appetite, I sleep like a top. Why should anyone be uneasy about me?"

"Uneasy, my dear girl! Why should anyone be uneasy who sees you in the prime of your beautiful youth—who you ought to be all life and activity, and yet you cannot put your feet to the ground—you cannot walk a step. Helen, what has come to you? There must be a reason for all this."

"There is," she answered in a very low tone. He bent towards her.

"Maurice," she said slowly, "I speak to you in confidence. I have said that which would make—but no, I will not tell you. What I have said I shall never divulge. Only, Maurice, having said away for six months in a land differing in all respects from ours, I have come back not only never to be the old Helen again, but with an inexplicable and passionate desire to return to Russia."

"But, Helen, Russia made you ill. Petersburg sent you back a wreck, and yet you want to return."

"I do, for my heart is there."

Helen wondered why all of a sudden the ground seemed to open under her feet, why he had a distinct and wild desire to bury himself in the past. He became doubly calm. Oh, yes, he had been fond of his cousin Helen in the days that he loved her with the first, best, and deepest love of his nature. When she spoke of her heart being in Russia his eyes were opened.

"Are you engaged to one of those foreign counts?" was his next question.

He said the words with intense solemnity. Her answer relieved him.

"I engaged!" she cried. "Certainly not. I shall never marry, dear old Maurice, but I will want a friend, a man friend would be best. Will you be my friend, Maurice? Will you help me?"

"I will. It is good of you to ask me."

"You won't like what you have got to do."

"I shall have nothing to help me with your eyes. I will stand anything for you—but—"

"There must be no 'buts' in our friendship, Maurice. I want to test you before I offer you the post of my confidential friend, my real, my true friend."

Helen's eyes were dangerously beautiful as she fixed them on Maurice Delafeld's face.

"I will take the responsibility," he said eagerly. "And I don't want you to test me any further. I will go with you even through the dark. There, give me your hand again."

He held out his hand and she laid hers within it.

"What a difference there is in our two hands," she said with a slight smile. "Yours so big and muscular, mine so small, and I suppose so white. And yet, Maurice, this right hand has a task before it which, ah, Maurice, dear, I want rest, just rest before I set out on that which has been given me to do. There is a battle, and a sharp one before me, but if I can count on you to help me through thick and thin I believe I can conquer."

"You can count on me."

"Well," she said lightly, and withdrawing her hand as she spoke, "the first thing you have got to do in the cause of your little lady is to deliver her from Dr. Serjeant, for I won't see him, Maurice. You understand?"

"You shan't see him, Helen, and—I understand."

As Delafeld spoke, he stood up. Mr. Lumsdale was seen approaching them.

"I will go and meet him. I will arrange it," he said.

He crossed the lawn.

"May I have a word with you, sir," he asked. "Certainly, Maurice, my boy. Twenty, fifty, a hundred words if you like. Have a cigar before we begin."

Maurice paused to light his cigar. As he took the first puff, and the two men found themselves walking down a shady alley, he said suddenly: "You know that I am a doctor, full blown?"

"Of course I do. I congratulate you. You have done splendidly—fellowship and all."

"Yes, fellowship and all."

"And what do you mean to do in the immediate future, Maurice? I know, of course, that you are not rich, my boy. It is all well and necessary for you to work hard for your living."

"So much to work hard," said Maurice. "And I have an object in life, but there is no special hurry. I shall not buy a practice or anything of that sort. I should like a big specialist in London to take me up, and give me a post in his house, whether he paid me or not. But there is really no hurry. I want to talk to you now about Helen."

"Helen?" said Mr. Lumsdale eagerly. "Yes, you have been talking to her. I am glad she is inclined to be friends with you. Have you heard of that preposterous idea of hers to refuse to see Serjeant?"

"Well, sir, I don't consider it preposterous."

"Delafeld, what do you mean?"

"I don't think she needs advice just now. Here is a case for soothing and healing, not irritating."

"Bless my soul! What does the boy mean?"

"What I say, sir, I have been talking to her, and I find that her reason to seeing a specialist is very deep rooted. I should advise you, Cousin Henry, to yield to it. Believe me, you will do Helen harm if you force her just now."

"How mysterious you are," said the owner of The Pines, frowning as he spoke. "Helen has been getting round you."

"I cannot deny," answered the young man, colouring as he spoke, "that she has brought her influence to bear on me. I find it convincing. I strongly advise you to allow her to follow her own way for at least a fortnight."

"Well, well," said Lumsdale. "I should not listen to anyone else, but I have a great opinion of you. I must mount my cob and go across to see Brett, who will be considerably annoyed. You think we must postpone the consultation for a fortnight."

"I should certainly."

"Well, perhaps it is best. She will have excitement enough without that."

"What do you mean?"

"That damned professor—I can't help calling him so—Krisstoff is coming to see her—the man in whose house she was staying in Petersburg. I hate him. But Helen will be intensely excited about it. You see what a wreck she has returned. Well, he comes to-morrow. She got to know these people through the Pembroke; and the Professor will be staying at their house. Kitty has just come across with her sisters, and has brought the news. I am more sorry than I can say."

NOTICES TO CONSIGNEES

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA," FROM TACOMA, SEATTLE, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharges of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 16th October, 1904.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Company's Steamship

"MARIA VALERIE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—

From Legent ex ss. *Urano*, transhipped at Port Said.

From Venice ex ss. *Venus*, transhipped at Trieste.

From Trieste ex ss. *Imperator*, transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 25th October, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th October, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIEBER & CO., Agents.

Hongkong, 18th October, 1904.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comd. E. M. Harbord, Hongkong.

Albion, battleship, 12,950 tons, 16 guns, Capt. Fremantle, Weihaiwei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comd. Rowland Nugent, Behring Sea.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., Weihaiwei.

Andromeda, cruiser, 12,500 tons, Capt. Nelson Ommanney, Weihaiwei.

